THE COLLEGE REGATTA.

Preparations for the Great Race of the Universities Oarsmen.

THE STUDENTS AT THEIR TRAINING.

A Tour of the Lake and a Look at the Boys About the Boathouses.

ALL BUT ONE CREW AT WORK

The Crews that Will Row at Saratoga.

Measurements, Figures and Facts that Will Prove Interesting and Valuable as a Record.

The morning of "the glorious Fourth" was ushered in with sunshine in the still quiet streets of the village of Saratoga. As the forenoon advanced a good, strong breeze from the southeast was stirring, which gave every indication of increasing as the day grew older. The early ones, who were up of the different hotels, or migrating from one house to the other, threw anxious looks toward the sky, as it mentally inquiring what effect the blow would have on the practice of the crews at the lake. For the past few days it might be stated that the water has been rough during the day, and unless in the early morning or late in the evening the men who in the after-noon of Thursday week, wind and weather perthe aquatic honors of their respective universities, have had very little chance to do the practice so necessary for success when the eventful day arrives. Friday evening the Trinity boys, wearing e little white and green ribbons, the colors under which they have chosen to row, arrived in the village with their six-oared shell and a single. They number seven in all-six for the crew and a substitute, should be be required. They are a fine looking lot of young fellows, big and hearty and reticent in speech. About nine o'clock groups of twos and threes and lours might be seen leaving the hotels and directing their course toward the lake to see "how the boys are getting along." You could tell by the colors they wore in their button holes how their feelings run in the wishes for victory, which still rests with the uncertain future

along the dusty road which leads there, occupies about half an hour from Congress Hall, provided you happen upon a good team and driver who prefers to drive rather than to talk, as a good many of them insist upon doing.

On arriving at Moon's it was plainly to be seen that for good practice the breeze was ltogether too iresh. The usually smooth surface of this beautifully situated sheet of water was blowing pretty strong from a point nearly due south. Along under the lee of the eastern shore there was apparently good water; but over the course which the crews are to row, and which is already marked out by buoys tipped with small American flags, the water looked too rough for

SCENES AT THE FLOAT. Notwithstanding the uniavorable look of the water there was something astir about the boatwater there was something astir about the boathouse of the Saratoga Rowing Association. It was now about ten o'clock in the forenoon, perhaps a little after, and Cook, of Yale, and his trew, were getting out their shell to "do some work anyhow," if only to keep their hands in. A few minutes more and the ship was in the water, the men seated, and the boat shoved off. The crew paddled down to the bridge, and then, hugging the eastern shore, settled down into a steady pull to their quarters at Myers', near Cedar Blud. While waiting for the Yale Freshmen, who were about to follow the example of their sectiors, to get into their boat, the remark. "Here's a crew coming down the lake," directed the attention of the lookers and the created the attention of the lookers.

The Rezunion of 1872 at springfield away the nonors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors shell carried away the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors shell carried away the honors, beating Harvard, Amherst Agricultural, Bowdoin, Williams and Yale in the honors shell carried away the h house of the Saratoga Rowing Association. It was now about ten o'clock in the forencon, perhaps a little after, and Cook, of Yale, and his trew, were getting out their shell to "do some on up the course. Down they came, over the course. unheeding the angry little white caps which frowned up about them, pulling their thirty-three by the watch, and pulling it well and in good Closer observation revealed their colors, and the bine and white bespoke them "Columbia." They kept right on until they reached a point opposite the float where we were standing, when they eased up and pulled in shore. They were bare to the waist, and every man in the boat looked in magnificent condition. After taking a little rest the Columbias started out again, and with their boat pointing towards Snake Hill they

took it leisurely home. A whistle from the handsome little steam saunch which had now come up to the float summoned the tavored few who had been invited to take their places on board and without delay. Through the courtesy of Mr. Charles Southgate, who commanded the little craft, the HERALD correspondent was enabled to make the tour of the lake, have a look at crews on their floats or about their boathouses, and take a glance at things generally. The Trinity crew, which, as stated, arrived the night before, were also on board with the six in which they rowed last year, and a single, oars and outriggers, on the covering overhead which sheltered passengers from the rays of the sun. The first stoppage made was at the quarters of the Wesleyans, at Abbel's. This is the first boathouse on the western shore from Moon's. Not many of the boys who sport the delicate lavender were seen about. They could not have been far distant, however, for the announcement that the mails had arrived brought many a stray one to the water's edge for the expected letter from home or dear ones, or the welome newspaper from the great city. A brief adieu to the boys and the little propeller was stretching on towards the boathouse at the foot of the slopes upon the brow of which stood the old Schuyler mansion, from the flagstaff of which waved in the breeze the magenta of Harvard. Dick Dana, dressed in a natty suit of blue flannel, stood on the float, and four or five others of the good and true men who are to work behind him near to hand the mails to expectant hands and we were off again to where the cornelian of the Cornell University indicated the local habitation and name of the crew which bore that color. It was here that old Josh Ward and his three brothers put up when they beat the best professional crews England ever sent abroad. Similar to the other stoppages this was also a brief one. The Cornell boys were on nand, deploring the condition of the water and hoping that the wind would go down and give them a chance to do their preparatory work on the water. The letters and papers they received, however, brought glad smiles to their inces and, for the time being at least, they forgot that the water of the lake was roughened by the preeze which was still treshly blowing. The orange of Princeton proclaimed the quarters of the Princeton crew at John Riley's. Nice quarters, too, for the boys. Here some of the crew, among them Addicks, who made a fair showing as an oarsman on the Schuvikill last year, crowded

into the little steam launch and took a seat alongside of Mat. Riley, a good fellow, by the way, and

now at Saratoga and others who expect to visit it. At James Riley's, the furthest up of the boatnouses on the west shore of the take, the Trinity crew disembarked, and

six, and single; and rowing

belongings, ashore to take up their quarters under the shadow of their green and white. "All aboard," and again the little launch was off-this time with prow pointing across the lake. The wing had not gone down any, and the spray would occasionally dash over the weather side, compelling the ladies who were on board to exchange places with the gentlemen who sat to leeward. After steaming for about fifteen minutes the plain boards of a long, low house, surrounded with trees and situated on a little bluff, came in view. From the flagstaff at one end the dark blue with the word "Columbia" in white told the name of the crew quartered here at ingram's. The boat went right up to the float. Cornell who pulls port stroke, and the volatile Timpson, who does duty in the bow, with three others, welcomed the visitors. They had just got in from a pull. "We're doing thirty-four in our practice," said Cornell in answer to an inquiry. "Tell them on the Harlem we are all well," were the parting words as we steam down to where the Dartmouth boys show their emerald colors at Curtis'. A minute's delay and we next stopped at Myers' cedar bluff, where the Biglin crew once quartered, but over the boathouse of which now fly the dark blue colors of the crew of old Yale. A couple of Yale poys took the mails. Our next stay, and the final one, was at the house of the Saratoga Rowing Association, where the boys of Williams showing their colors of purple royal, are located.

On the float, as we disembarked, stood Yale's Captain in the dark blue colors of his University. The weather, he complained, has been rough for the past few days, and it interpreted considerably with the practice. Saying "good day," and after ascending the hill which led to the water's edge we looked in on Harvard's Captain at the old Schuyler mansion. The Harvards were at dinner: but Goodwin, at the door, in his cheery way, ex plained, "The crew are all well, we break plenty of oars, and we have only lost one row since we've been here." A shake of the hand and again we were on our way back to the village, after the morning visit to the crews, with our taikative driver, who was still more voluble from having, possibly, indulged in something stronger than Congress water.

driver, who was still more voluble from having, possibly, indulged in something stronger than Congress water.

The college crews, with the exception of Brown, have, it will now be seen, all arrived at their quarters on Lake Saraloga, and are now working zealously to fit themselves for the struggle on the 16th inst. That the reader may properly understand the changes of positions in the crews, demanded by time and training, that have occurred, and the differences in the weights of the men, all are noted up to the date of this letter, so that the figures will become a valuable record. There will also be found in the tables herewith carenily made measurements of each oarsman's chest, natural and indated, and of their arms, information that cannot fail of pleasing the aquatic reader, as it is sedom to be ascertained, and then but once in a hundred times do such figures approach correctness.

A GLANCE AT COLLEGE BOAT RACING.

It will be borne in mind that the history of boat racing by the undergraduates of American colleges up to the year 1871, is mainly comprised in a narrative of the contests between the rival oarsmen of Harvard and Yale, since, in the lew occasions where crews from other universities contended at the annual regatas, they were until that years of far benind the representatives of the crimson and bine both in skill and training "as to have excited in the public an interest subordinate to, and otten quite ecitysed by that taken in their associates." From 1852 to 1871 the victors were. Harvard nine times and Yale twice, until it seemed that the crimson was invincible. The result of the University race of the latter year, however, changed all this. It was rowed at Ingleside, on the Connecticut River, six miles above Springfield, the conceptants being the crews of Harvard, Erown and the Amherst Agricultural College. The latter was victorious, making the three miles, as first reportee, in 17th, 46½s. Dut afterward by a new and comparatively unknown rival did much to encourage rowing as a physical exerci public interest in the art. This year, April 15, 1871, also witnessed the organization of the "Rowing Association of American Colleges," under the Association of American Colleges," under the auspices of which the annual University struggles have since been held. It also ushered in the straightaway contest—the fairest method of ascertaming the relative merits of rivid crews—thus inaugurating that character of college racing in the United States which at once led to a great increase in the number of candidates for aquatic honors at succeeding regattas, even as it was the means of a great change in public opinion on the subject of athletic exercises and their relation to physical education; and the good work has been moving on with a steady progress, until now the development of a student's muscle is not thought incompatible with the culture of his mental powers. In

result: yet the victorious crew was awarded the coveted prize. Yale, after seven years of defeat and despondency, had at last succeeded in repeating for their Alma Mater what Wilbur Bacon and his famous companions did in '64 and '65. That victory gave the maniy and healthy exercise of boating at rale a new and quickening impulse, the results of which will be observed in the coming struggle on Lake Saratoga. The new aspirants for honor in the University contest of 1873 were the crews of Commbia, Wesleyan. Trinity and Cornell, and though defeated, each and all exhibited so much pluck and so much nerve that they received the plaudits of their college companions for the stubborn light they made, and when the time was again at hand to prepare for another struggle eager and entausiastic candidates were in readiness to commence the work necessary for the race of 1874. As with the junior members of the Conege Association so with the seniors—greater interest, increased determination, getter men, and strength applied in the right direction, mark all of this year's crews, which will have their result in one of the closest and hottest races the undergraduates of American colleges ever rowed.

The resume of the several crews given herewith

colleges ever rowed.

The résumé of the several crews given herewith is in the same order in which the HERALD representative visited them and as his letters subsequently appeared.

Yale.

On the 1st of April Mr. Cook, who occupies the responsible position of Captain as well as sitting in the after seat of the Yale boat, took seven men from the gymnasium, where they had been at work hardening their muscles throughout the entire winter, and placed them, as he saw fit, in a new Blatkie barge, that they might practice for positions in the racing shell and become familiar with the stroke that carried the college to victory in 73. After extended trials it was decided that the crew wish whom the business of retaining the trophy could be intrusted were two of Yale's victorious '73 fresh-man erew-Frederick Wood and George L. man erew--recerick wood and deorge to Browneil, two green saplings--Miles G. Nixon and Charles N. Fowler, and two of '73 University six, Julian Kennedy and Captain Cook. The seventh man and substitute was David H. Kellogg. The six worked together for a while, taking hold with an eargestness that was particularly satisfactory, and at one time it seemed that the crew as originally selected would not be subjected to change. This anticipation was realized, save in one instance—the retirement of Nixon to take a position in the Preshman shell and the substitution of Keilogg at starboard waist. Such, then, is the University crew, whose average age is 21 years and 4 months, against 23 years and 6 months, the average of '73's six, while their aggregate weight this year is 1,009 pounds, against 927 pounds, last year, avoirdupois, differences which are heartify approved of by those most interested:—

Bote—George L. Brownell, '75, S. S., of East Hadden, Conn.

Port Bow—Frederick Wood, '75, S. S., of Norwalk, Conn.

Starboard Waist—David H. Kellogg, '76, Ac., of Spuyten Duyvil, N. Y.

Port Waist—Charles N. Fowler, '78, Ac., of Lena, Ill.

Starboard Stroke—Julian Kennedy, '75, S. S., of Brownell, two green saplings-Miles G. Nixon

Name.	Age	Height	Wedght	Natural Chest.	Inflated Obest.	Fore Arm	Upper Arm
ownell	20 20 21 22	5.08 5.11 6.00% 5.10% 6.00 5.08%	165 170 165 174 177 168	33 38 1/4 40 41	42% 42 40% 41% 43% 42	12 11 12 11 12 12 14 11 14	

inches; stern, 4% inches; weight, about 140 pounds; weight of oars (English), 42 pounds.
Total displacement, 1,191 pounds.
Racing dress, blue handkerchiefs, white shirts and drawers.

Adding dress, but a hardereness, white saids and drawers.

At the same time and in the same manner as the University crew was selected, Yale's Freshman six was picked out for this year's ardinous tess. Since the first selection there have been several important changes, but the racing crew is as annexed. The average age of the six is 20 years and 6 months, which is considerably more than the members of last year's Freshman shell, as their average age was but is years and 8 months. The weight of this year's crew is 1,005 pounds, against 881 pounds, last year's aggregate, an excess of 124 pounds of beef that will tel! in a pittless pull of three miles. puil of three miles.

Bow—Charles B. Rockwood, S. S., of Indianapolis,

Name.	Age	Height	Weight	Natural Chest.	Inplated Chest.	Fore Arm	Upper Arm
Rock wood Bradley		5.08	155 172	35 36%	37 38	12 12	13 1214
Collin		5.10	158 158 170	37 37 %	3936	12	13
Cooke		5.10	170	85	40	13%	14 %

months.

Weight of crew, 1,005 pounds.

Racing shell by Charles B. Elllott, of Greenpoint,
L. I.; material, Spanish cedar; length, 49 feet 6
inches; width, 21 inches; depth, amidships, 8%
inches; bow, 6 inches; stern, 5 inches; weight of ours, 42 pounds.

Total displacement, 1,197 pounds.

Racing dress, blue handkerchiefs, white shirts
and drawers.

Wesleyan.

The sturdy "Farmer Boys" of Wesleyan, though they were not the winners of last year's struggle, achieved such a victory by crossing the "finish" only ten seconds behind the magnificent Yaleites, its rowing students have ever since attracted the attention of the boating world. With this physical culture but tweive months old at their college, they were but a nair's breadth from clutching the laurel, but leaving the scene of the contest, Mr. Eustis, stroke oar, instead or feeling disheartened, laid to his soul the flattering hope that this year's struggle would tell a more satisfactory story for Wesleyan. In other words, Eustis started in early, meaning to win the race of '74, and a like ambition and determination has been infused into his companions. Winners are made of such men as this Wesleyan student. The organization of the year's crew was attended with many difficulties. Stowe, the bow of '73, left college, Lyon, Dorchester and Nash resigned for various reasons, and Neale, having graduated, there was out Eustis left. Finally, from the number desiring to become members of the six these were selected-Downs, Whitney, Warren, Waldo, Heermans and Marsh, who, with Eustis, have since been in training for the event. The first favorable opportunity in April the men got into their old shell and commenced the all-important work of practising for positions. Every day, weather permitting, they were on the Connecticut, and would take a short or a long spin, as Captain Eustis directed, until at last they were seated in this wise:-Bow, Downs; port bow, Whitney; starboard waist Warren; port waist Waldo; starboard stroke, Marsh; stroke, Eustis, with Heermans as substi-tute. A few weeks of diligent work proved the wisdom of this disposition, so iar as four of the oars were concerned. but left undecided the seats in the waist. In good time these were satisfactorily arranged, Waldo going forward one seat, and the rasping Heermans sitting at the port waist spruce. Warren has also pulled the starboard waist spruce. Warren has also pulled the starboard waist oar, and if Waldo is not in the shell the day of the race Warren will ably lift the seat. This is the composition of the University crew; and men with more persistency and conrage with not be found at Saratoga. Eustis is cut out for an athlete and is a dangerous carsman—qualities possessed by all his companions, though not in such a deficient to beat the sign in a three-mile tug. In comparison with Wesley and a three-mile tug. In comparison with Wesley and "73 crew the present seems an improvement in the matter of age and weight, as the average of last year's men was twenty-three years and six months, while '74's six is but twenty-three years. At Springfield Wesleyan's aggregate weight was 883 pounds, which avoirdupous they will lay over by 33 pounds in the coming race, as they will tip the scale at 936 pounds in racing clothes. But one crew will be sent from this college.

Row—Walter H. Downs, '75, of South Berwick, Mc.

**Port Bow—John W. Whitney, '76, of Sprague's but left undecided the seats in the waist. In good

Mc.

Port Bow-John W. Whitney, '76, of Sprague's
Corner, N. Y.

Starboard Waist-Clarence C. A. Waldo, '75, of
Gouverneur, N. Y.

Atso Starboard Waist-George M. Warren, '75, of
Deer Island, Me.

Port Waist-Harry C. Heermans, '75, of Corning,
N. Y. Startoard Stroke-Cyrus P. Marsh, "77, of West Newton, Pa. Stroke and Captain-John E. Eustis, '74, of Ham-

Name.	Age	Helght	Weight	Natural Chest.	Instated Chesi	Fore Arm	Upper Arm
Downs		5.09	148 145	3632	38%	12	13%
Whitney Waldo		6.0714	165	37 14	40	13	153
Heermans	. 122	6.00	165	37	40	13	13
Marsh	. 22	5.08 %	151	36%	39 14	12	12%
Eustis		5.11	162	37%	39%	13	143
Warren	. 24	5.06%	1513	87	38	13	13%

Average age of crew with Waldo and without Warren, 23 years; with Warren and without Wardo, 23 years and 4 months.

Weight of crew with Waldo and without Warren, 936 pounds; with Warren and without Waldo, 222/5 pounds.

Racing shell, by Charles B. Elliott, of Greenpoint, and warren and

Racing shell, by Charles B. Elliott, of Greenpolar, N. Y.; material, Spanish cedar; length, 49 feet of inches; width, 19½ inches; depth, amidships, 8½ inches; bow, 6 inches; stern, 5 inches; weight about 140 pounds; weight or oars, 42 pounds.

Total displacement with Waldo and without Warren, 1,118 pounds; with Warren and without Waldo, 1,104 pounds.

Racing dress, lavender throughout.

Trinity's six in their maiden University effort of 1873 came in tenth at the finish, which was not surprising to those who knew the crew. The men were big and strong enough; but their aquatic ardor, with the exception of Captain McKennas. did not amount to much, and they neglected their training so palpably it would have been a miracle if they had been anywhere else but among the last in the contest. This year the college has done better. Captain McKennan found earnest colaborers early in the winter, and going into the gymnasium threw aside comfort and ease that they might put themselves in proper physical fix

mittance could be obtained to the racing shell. in the beginning of April the final selection was made, and at once the men went into their practicing barge, and every evening thereafter pulled over a measured course on the Connecticut. The crew thus at first made up is the same as now, which they against 27 pounds, last year, avoirdupois, differences which are hearthy approved of by those most interested:—
The University Chrw.

Brow—George L. Brownell, '75, S. S., of East Hadden, Conn.

Port Bow—Frederick Wood, '75, S. S., of Norwalk, Conn.

Surboard Waist—David H. Kellogg, '76, Ac, of Spiyten Duyvil, N. Y.

Synthem Duyvil, N. Y.

Starboard Stroke—Julian Kennedy, '75, S. S., of Strukers, Ohlo.

S crew thus at first made up is the same as now. with the exception of Mr. Grenville Kane, of Flush-

Starboard Stroke-Henry M. Hooper, '75, of Griggstown, N. J. Stroke-Henry O. DuBois, '76, of Fairbault, Minn. Name.

 DuBois, G. M.
 2
 0.00
 160
 36
 38
 12
 12½

 Hooker.
 20 0.00
 158
 37
 39
 13
 13

 McKeunan
 21 6.02
 178
 40 ½
 41 ½
 15
 15

 Roberts
 2
 5.01
 180
 40
 41 ½
 14
 15½

 Hooper
 2
 5.00
 6.0
 67
 8½
 39 ½
 14
 14½

 DuBois, H. O.
 20
 5.00
 100
 38 ½
 39 ½
 13½
 14
 pull of three miles.

Bow—Charles B. Rockwood, S. S., of Indianapolis, Ind.

Port Bow—L. D. Bradley, Ac., of Chicago, Ill.

Starboard Waist—William W. Collin, Ac., of Penn Yan, N.Y.

Port Watst—Charles S. Mervine, Ac., of Milton, Pa.

Starboard Stroke—Miles G. Nixon, S. S., of Chicago, Ill.

Stroke—Elbridge U. Cooke, Ac., of Worcester,

Mass.

In the fourteen college contests, from 1852 to the present time, Harvard has been foremost in nine. but her last victory dates back to 1870, on Ouinsigamond, since which time new comers and her old-time rival, Yale, have defeated her. Work to build up the crew of 1874 was commenced last autumn in the gymnasium and continued uninterruptedly until the 24th of March, when the men went on the Charles River and began regular practice in a new Blakey barge. The trouble of forming this year's six was materially reduced by the fortunate circumstance of having four of the 1873 crew to begin with—Morse, Bacon, Dans and Goodwin. The vacant seats were filled in the persons of Otts, starboard stroke in Harvard's last Freshman crew, and a green hand, Winiam R. Taylor. The old oars were retained in the after places, while the new men were paced in the bow and port bow seats. These made up the University crew, the only one that Harvard will send to the racing ground this year, as she means to add the trophy to the already large number on the walls of Harvard hall. The men in the shell are above the average height, of fine physique and of that character to stand the wear and tear of a nip and tuck three mile contest. A glance at the figures below gives assurance of great staying powers, and as Harvard has added a new wrinkle to her stroke, there are good reasons for believing that the crew that leads them to the finish must do more work and make their shell travel laster than ordinary amateur speed. The average age of this year's six being twenty-one years and two months, they exceed '13's men in this particular one year and two months. The weight of the present racing crew is 1,006% pounds, which is 76% pounds more than the avorrdupois of '13's six, as they weighed but \$30 pounds. Comparing the Yale crew with the Harvard men, it is found that the average age of the former is two months more, and their aggregate weight two and a naif pounds greater than the latter. This similarity between the crews will increase the interest in their performance, and stimulate that speculation which is begotten by sympathy.

**Bow-Walter J. Olis, L. S. S. of Cancago, Ill. **Port Bow-William R. Taylor, '17, Ac., of Jefferson, N. Y.

**Starboard Stroke-Daniel C. Bacon, '74, Ac., of Boston, Mass.

**Fort Waist and Captain—Wendell Goodwin, '14, Ac., of Jamaica Plain, Mass.

**Starboard Stroke-Daniel C. Bacon, '76, of Jamaica Plain, Mass.

**Starboard Stroke-Daniel C. Bacon, '76, of Jamaic barge. The trouble of forming this year's six was materially reduced by the fortunate circum-

Name,	Age	Height.	Weight, Stripped	Weight, Ordin-	Natural Chest	Inflated Chest
Otts	22 22 23 29	6.00 6.02 5.11 %		162 18034 17234 185 176 166	38 36 40 36 41 36 42 41 36 40	40% 42% 43% 43% 42% 42%

months.

Racing weight of crew, 1,006¾ pounds.

Racing shell, by John Blakey, of Cambridge,
Mass. Material, Spanish cedar; length, 49 feet of
inches; width, 21 inches; depth amieships, 8¾
inches; including cockpit, 12¾ inches; bow, 5
inches; stern, 4¾ inches; weight, about 140
pounds; oars (English), 12 feet 3 inches long;
weight, 42 pounds.

Total displacement, 1,185¼ pounds.
Racing dress, our crimson handkerchiefs, worn
by Nos, 2, 3, 4 and 5; stripped to the waist (probgably) white drawers.

Dartmouth.

Until the spring of 1873 boating was but little known at Dartmouth, way up in the village of Hanover, N. H., and in the shadows of the Vermont bills, on the bank of the Connecticut. Then a lew members of the class of '75 started the ball, called meetings, organized a club, raised money, purchased boats and commenced in earnest boating in the college. So great was the enthusiasm consequent upon this movement that it was resolved to send a crew to Springfield, and they did, the "Dartmouth Glants" in that race crossing the line sixth or seventh. Most of the members of that crew had never before seen a racing shell prior to their practice and their training had been greatly neglected. Defeat stimulated them to greater activity, lected. Defeat stimulated them to greater activity, and since then boating has prospered in the institution. After a long winter vacation Albert Eaton, who pulled bow oar in '33 and was captain of that crew, returnes to the college in the early spring, and as soon as Gates and Archibald (also members crew, returned to the college in the early spring, and as soon as Gates and Archibald (also members of last year's six) put in an appearance—they, too, having been away "on leave"—organization was attempted: but this was difficult. Eaton was re-elected captain, but was compelled, by a frequent recurrence of the chills, to keep out of the boat. Gates, the only remaining member of last year's crew, as Archibald refused to row, then took charge. Five others were selected and the men went diligensly to work, and have continued training without interruption, at first on the Connecticut and then on Lake Mascoma, making daily improvement until they now present good form and are tough as pine knots. While the neglect of winter preparation may, and undoubtedly will, tell on them before the race is over, they feel sure that their shell will not be last at the finisk. Every member of the crew is well formed, with square shoulders, finely developed chests and loins, besides bringing to the work pluck and an intense desire to be the winners. Dartmooth will not send a Freshman crew. As compared with the six of '75 the present crew average one year and ten months less in age and are only one pound less in the aggregate weight, the latter fact being a little remarkable.

THE UNIVERSITY CREW.

BOUL—Willis G. Eaton, Jr., '75, Ac., of Lowell, Mass.

Port Boul—Willis G. Eaton, Jr., '75, C. S. D., of

Mass.

Port Bow—Win. F. Westgate, '75, C. S. D., of Haverhill, N. H.

Starboard Wast—Benj. F. Robinson, '77, Ac., of Manchester, N. H.

Port Waist—Chas. W. Eager, '77, Ac., of Manchester, N. H. starboard Stroke-Frank W. Mitchell, C. S. D., of Manchester, N. H. Stroke and Captain-Charles O. Gates, '74, Ac., of

Someravine, Conn.		Height.	Weight	Natu	Inga	Fore	Uppe
Name.		u	n	ral Chest.	ngated Chest.	Arm	r Arm
Eaton. Westgate Robinson Eager Mitchell	21 20	5.11 ½ 5.11 6.00 6.01 6.00 6.01 ½	160 165 156 165 170 178	3634 36 38 36	35 1/2 87 3/2 37 40 39 3/2 40 %	11 % 11 10 11 % 11 %	18% 18% 12% 13 13 18%

Average age of crew, 21 years.

Weight of crew, 98s pounds.
Racing shell by Charles B. Elliott, of Greenpoint, L. E. material, Spanish cedar; length, 49 feet 6 inches; width, 20 inches; depth, amidships, 8½ inches; bow, 6 inches; sterp, 5-inches; weight, asput 145 pounds; weight of oars, 42 pounds.

Total displacement, 1,175 pounds.

Racing dress, green handkerchiefs and pants, white shirts, trimmed with green.

Williams.

In the face of many obstacles, without a stream of water, worthy of being called more than a ditch, and compelled to encounter home opposition, the system in their midst, whose supporters have ever aspired to deeds of aquatic prowess. In the year 1868 the pastime received its first impetus, but met an untimely end, or rather was allowed to drag its weary length along, anti the class of '71 took weary length along, autif the class of '71 took hold of it. By downright hard labor they resuscitated the neglected physical exercise, and now the entire list of students are enthusiastic members of the Williams navy. That year they determined the college should be represented in the University swuggle of 1872. The crew was sent, but beaten, and again in 1873 they made another strempt, were equally unfortunate, though these defeats never deterred them from the grand object in view—educating themselves in the use of the oar. This year Mr. John Günster, who has rowed in all the Williams contests, and is Captain of the crew, commenced the preliminary but vita business of preparation on a sound basis. He was the only member of 1739 six left to build upon, and so the difficulties encountered were numerous. Seven other men, however, were finally selected and went to work

to maintain the aquatic bonor of their aims mater. These men are considered far better than the crew of '73, and, while they are much younger and lighter, certainly possess the requisite quanties of long arms, good backs, full shoulders and strong legs, necessary to obtain a place in a long and terrible struggle. No one can look upon captain Gunster that knows anything of the philosophy of rowing without saying that he is a superb representative of the art, and under any clime might feel proud of his magnificent physique. In age the crew this year average twenty-one years—without Norton and Keyes, who have daily practised in the barge and shell, but may not pull unless some of the others are taken sick—which is two years and six months less than the average of the men of '73, while the weight of this year's six, without the men named above, is 905½ lbs., a trine of 12½ lbs. short of last year's aggregate. Williams will not be besten so badly at Saratoga as she has been at Springheld.

THE UNIVERSITY CREW.

BOW—HATTY A. Barker, '76, of Burlington, Vt. Port Bow—Marshall P. Washburn, '17, of East Boston, Mass.

Also Port Bow—Benjamin Norton, '76, of Platts-

Port Bone—Marshall P. Washours,
Boston, Mass.
Also Port Bone—Benjamin Norton, '76, of Platts-burg, N. Y.
Starboard Watst—Charles B. Hubbell, '74, of Troy, N. Y.

Port Waist—Charles Gilbert, '76, of Wilton, Conn.

Also Port Waist—Andrew S. Keyes, '77, of Sennington, Vt. Slarboard Stroke- John H. Haynes, '76, of Rowe, Mass.

Also Starboard Stroke—Keyes, as above.

Name.	Age	Height	Weight	Natural Chest.	Inflated Chest.	Fore Arm	Upper Arm
Hubbeli	19 20 19 25 23 18	5.09	163 155 146 1563 137	36 % 37 37 39 36 39 36 39	35 39 40 41 38 42 37 42	11% 10% 11% 10% 10% 10% 10% 10% 10% 10%	14 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2

Average age, without Norton and Keyes, 21 years; with Norton and Keyes and without Washburn and Gubert, 20 years and 10 months; with Keys and without Haynes and Washburn, 19 years and 10 months; with Weight of crew, without Norton and Keyes, 205½ lbs.; with Norton and Keyes and without Washburn and Gibert, 898 lbs.; with Keyes and without Haynes and Washburn, 907 lbs.

Racing shell by John Blakey, of Cambridge, Mass; material, Spanish cedar; length, 49 leet 6 inches; wioth, 21 inches; depth amidships, 8½ inches; including cockpit, 12½ inches; bow, 5 inches; stern, 4½ inches; weight, about 140 lbs.; oars (English), 12 feet 3 inches long; weight, 42 lbs.

Total displacement, without Norton and Keyes, 1,087 k pounds; with Norton and Keyes and without Washourn and Gibert, 1,089 pounds; with Keyes and without Haynes and Washburn, 1,089

pounds.

Racing dress, purple handkerchiefs, stripped to the waist (probably) and white drawers.

A handful of students in the year 1871 went man-fully to work and founded the Cornell navy. The enthusiasm created by the movement spread among the associates of the organizers, and there was at once a general desire to become proficient in the use of the oar. Since that time the boating interests of the college have steadily progressed and are now on a firm footing. Last year they sent their first University crew to Springfield, having undergone all the preliminary gymnasium work that is so needful in properly fitting men for such a task as was before them. They were beaten but not dishonored, as their shell was only headed by Yale, Wesleyan and Harvard, so say the college boys, although the official summary of the contest does not so place them. In the latter part of February the candidates for admission to the crew of 1874 commenced work in the gymnasium, then just completed, and continued thus to reduce their superduous avoirdupois and build up muscie, until a decision was rendered as to who should occupy seats in the racing shell. It was soon ascertained that king (stroke), ostrom (port tow) and Southard, who sat at starboard waist in the 1873 crait, should be retained. Five others—Corwin, Garver, Clark, Henderson and Myers—were also selected, making eight who have been in practice for this year's event. These men under Captain Ostrom made rapid improvement, and are now in condition to go into the struggle. They are fine specimens of physical manhood and seem blocked out for for hard work, and, in the opinion of their friends, will creditably acquirthemselves on the momentous day.

Figur—John N. Ostrom, '76, S., of East Randolph, N.Y.

Port Bow—Richard W. Cerwin, '75, Opt., of Narpart of February the candidates for admission to

N. Y.

Port Bow-Richard W. Cerwin, '75, Opt., of Narrowsburg, N. Y.

Starboard Waist (probably)—James H. Southard.
'74, Opt., of Toledo, Ohio.

Not Determined—Madison M. Garver, '76, Opt., of Not Determined—Madison M. Garver, '76, Opt., of Pecatonica, Ill.
Not Determined—Perry Clark, '77, Lit., of Bemus Point, N. Y.
Not Determined—Louis F. Henderson, '74, Lit., of Ithaca, N. Y.
Not Determined—Ira H. Myers, '77, Opt., of Nunda Station, N. Y.
Stroke—Charles C. King, '75, Arch., of Belmont, N. Y.

Ostrom. 23 5.10 160
Corwin 22:5.11 168
Southard 25:5.09 148
Henderson, 21:5.11 175
King 24:5.10 165
Garver 25:6.91 183
Clark 21 5.01 179 Average age of crew, without Garver and Clark,

22 years and 4 months. Weight of crew, without Garver and Clark, 972 Weight of crew, without Garver and Clark, 972 pounds.

Racing shell by John Blakey, of Cambridge, Mass.; material, Spanish cedar; length, 49 fect 6 inches; width, 21 inches; depth amidships, 8½ inches; hichuding cockpit, 12½ inches; bow, 6 inches; stern, 4½ inches; weight about 140 pounds; oars (English), 13 feet 3 inches long; weight, 42 pounds.

Total displacement, 1,154 pounds.

Racing dress, bow oar with cap of white and and red; all stripped te the waist (probably), with blue pants.

One year after the Rowing Association of American Colleges was organized boating was established at this college. For two seasons the students continued to improve their physical standard and advance in the art of rowing, when some of the leaders in the pastime went into training for a four-oared shell race on the Schuylkill, open to all amateurs. The boys did so well and came so near winning the race, many old oarsmen were astonished at their proficiency and praised them without stint for the form in which they presented themselves and pulled to the finish. This was Princeton's first public contest, but not her last. In the autumn of 1873 the stout hearts and unwavering nerve of the foremost aquatic men bade them to enter for this year's university struggle, and they immediately commenced the earnest work of preparation. Twenty men were selected and directed to enter the gyflinesium, and through the autumn and winter they worked with the oars, pulleys, clab and dumb bells, that they might be found in fair physical condition when the final selection for the six seats was made. In good time eighteen of these men were placed in the practice barge and taught the stroke, while they were severely tested in the matter of endurance. From these eighteen, eight were picked, and again from the eight the six required oars were chosen, who have been and are stradily at work to fit themselves for the race. Though young, they are muscular and have an enduring look about them. The average age of the crew is nineteen years, and their aggregate weight 522 pounds.

The University CREW.

Boy and Caplain—Wilham M. Smith, '74, of Patpraised them without stint for the form in which

22 pounds.
THE UNIVERSITY CRRW.
Bow and Captain-Wilham M. Smith, '74, of Paterson, N. J.

Port, Bow-Craig B. Cross, '75, of Battimore, Md.

Starboard Wasst-Richard J. Hall, '75, of New

York. Port Waist-John M. Taylor, '76, of Philadelphia, Starboard Stroke-W. H. Addicks, 74, of Philadelphia, Pa.

Stroke-Frederick A. Marquand, '76, of New York.

Substitutes-Frank Biddle. '75, of Philadelphia,

Markog, '16, of New York.

Pa.; Francis H. M	urk	oe, '70.	OI 1	New	TOTA		-	Taxania (1)	1			1 2	A	3	1
	Age	Height	Weight	Naturo	Injunted Che	Fore A	Upper .	Name.				Chest.	Chest.	7	771
Name.				atural Chest.	1 Chest.	T70	Arm	Bradbury Griffin	20 23	5.10% 5.09% 6.00 6.00	143	35	36 % 36 %	12%	11
Smith	. 20	5.08% 5.09%		38 35% 39%	37 %	12	13 K	Peck	20	6.00%	161	-		111	10
Hali	. 18 20 18 18	5.11 % 5.09 % 5.11 % 5.11 % 5.08 %	160 153 152 168 156	36 % 12 % 13 %	40 40 40 40 41 41	12 12 12 13 13	13 % 14 13 % 14 % 12 %	Average of crew, Weight of crew, I Racing shell by Mass.; material, Sunches: width, 21 inches; including	pa	pound ohn i nish c ches;	siake edar dept	i lei	f Cangth, mids	mbri 49 fe hips,	
Average age of kee, 19 years. Weight of crew, pounds. Racing shell by	WI		iddle	e an	d Ma	irko	e, 922	inches; stern, 4% if stationary seats; w Total displaceme Racing dress, or ped to the waist in	nt,	1,120 p	oun	eng: ds.	rchie	n. s	erip

Y.; material, Spanish cedar; length, 49 feet; width, 20 inches; depth amidships, 8 inches; bow. 6½ inches; stern, 4½ inches; weight about 135 pounds; weight of oars, 42 pounds.
Racing dreas, white shirts and knee breeches; an orange P, shaded with black and embroidered in silk on the breast. Same colors around knees and shoulders.

THE FRESHMAN CREW.
Princeton will also send a Freshman crew, who have pursued the same course of training as the "Universities," and are now quite producent in the use of the oar. They are younger than the Freshman six of vale and Brown and weigh less.

Bow—Laivin G, Greene, of Cedar Rapids, Iowa.
Port Bow—Unries Haistead, of Newark, N. J.
Starboard Waist—John A. Campbell, of Washington, D. C.
Port Waist—John F, Williamson, of Osborn, Ohio, Starboard Stroke—John S. Ely, of Cedar Rapids, Iowa.

Stroke and Captain—Benjamin Nicol, of New

lowa.

Stroke and Captain—Benjamin Nicol, of New

Name,	Age	Height	Weight
Greene. Halsted Camppell Whilamson Ely Nicol O'Neil	20 10 20 20 18	5.09 1/2 5.09 1/2 5.10 5.10 1/2	142 148 144 152 152 152 146

years and four months.

Weight of crew, without O'Neil, 890 pounds.

Racing shell by Thomas Fearon, of Youkers, N.
Y.; material, Spanish cedar; length, 40 feet; width,
20 inches; bow, 634 inches; deoth amidsaips,
3 inches; bow, 634 inches; stern, 44 inches; weight,
about 138 pounds; weight of oars, 42 pounds.

Total displacement, 1,070 lbs.

Racing dress, white shirts and knee breeches;
an orange P, snaded with black and embroidered
in silk on the breast; same colors around knees
and snoulders.

and shoulders.

The boating record of Columbia is but two years

old. It commenced with a small number of students in the School of Mines, who formed a club with the view of encouraging the cultivation of the art of rowing among them, from which small beginning the Columbia navy had developed. The movement met with cordial support from the faculty and trustees, the latter thinking so well of the enterprise they presented the officers with sufficient junds to erect their boathouse, on the Harlem. Selecting the requisite number of men, in the winter of 1872, it was decided that they in the winter of 1872, it was decided that they should train for the following university struggle. Upon their arrival at Springfield, in charge of thank Ward, they were in fine condition and left that, though their maiden effort, they would not be last at the finish. An accident on the river ten days before the contest, which smashed their shell and seriously injured Rapallo, pulling port waist, changed all this, and, going into the Dattie thoroughly crippled, were badly defeated. Upon resumption of studies last autumn this year's work was "cut out," and the men prepared themselves for positions in the racing shell. Rees, Rapallo and Cornell, of '73's six, were retained, while Timpson, Goodwin and Wells were selected to fill the vacant seats. From the organization of the crew diligent work has been done and fair progress made. All but one of the original six aspirants for aquatic honors stood the regimen of training, the exception being Mr. Wells, at starboard waist. He was taken sick a week or so before the crew left for Saratoga, when his place was supplied by Mr. Griswold. They are as good looking a body of men as ever sat in a shell, and if their muscular powers, their pluck, their endurance and their ambition does not send them spinning along Lake Saratoga from the start to the finish of the three miles, and give them a good piace among the nine contestants, then well, appearances are deceival. Columnia will not send a freshman six. should train for the following university struggle.

Freshman six.

THE UNIVERSITY CREW.

Bow-Philip Timpson, S. of M. of New York.

Port Bow-Jasper T. Goodwin, '76, Ac., of New York.

Starboard Waist—Gaspar Griswold, '77, Ac., of New York.

Port Waist—Edward S. Rapallo, '74, Ac., of New York.

Port Waist—Edward S. Rapallo, '74, Ac., of New York. York.
Starboard Stroke—Robert C. Cornell, '74, Ac., of
New York.
Stroke and Captain—B. Frank Rees, S. of M., of
New York.
Substitute—Isaac N. Seligman, '76, Ac., of New
York

Name.	101	Height	weight	Vatural chest.	ngated chest	ore arm	pper arm
Timpson	22	5.11%	159	3934	41	135	13
Good win	124	5.11	160	37	38 34	13	13
Griswold	18	6.00			39 5		13
Rapallo	20	5.09%	164	13916	41 54	13	14
Cornell	21	6.00	1 180		42	13	13
Rees	20	5.08%	157	3934	41	12	13
Seligman			155	38	39 %	1236	13

Average age of crew, without Seligman, 982 pounds.
Weight of crew, without Seligman, 982 pounds.
Racing shell by Thomas Fearon, of Yonkers, N.
Y. Material, Spanish cedar; length, 49 ft. 6 inches.; width, 21 inches.; depth, amidships, 8% inches.; bow, 6% inches.; stern, 5 inches.; weight, about 145 pounds.; weight of oars, 42 pounds.
Total displacement, 1,169 pounds.
Racing dress, blue and white handkerchiefs—blue on starboard and white on port; blue shirts and white pants.

Brown.

The Freshman crew of Brown University was organized last December and worked in the gymnasium during the winter. In the latter part of April Mr. Frederick A. Gower, who will be remembered by college oarsmen as the stroke of the victorious Brown Freshman six at Worcester in 1870, took charge of the present crew, and devoted his spare time to direct their training, as a means of recreation, and on account of his in-terest in the University. The crew entered upon active practice about the 1st of May last, and have been in training stace that time. They have adopted the "slow recover" system, as being best calculated to save wind and muscle, and their ordinary stroke is 34 to the minute.

It is said that an attempt will be made to

frighten the crew away from Saratoga on the ground that Brown, not having been represented ground that Brown, not having been represented in the iast regatta nor in the Convention following, cannot row. Brown, in response to the objection, says, "No reasonable man supposes that because one member of the association chances to send no crew to a single regatta sine is to be dropped from the list and therefore debarged from rowing. In regard to the Convention, Brown in tended to send a delegate, but, not receiving notice of time or piace of meeting, she certainly did not care to send her representative on a roving commission to hunt up that body. Those who make the objection refer to amendment I to the constitution, which says that "any college not represented in any annual regatta of this association shall not be considered a flember of the association, or have any vote in its convention." It is entirely familiar to those who remember the attendant circumsances that the object of this amendment was simply to provide that a college faming to be represented in any year should not have the right to vote on the location of the regatta for the next contest. Certainly the Convention never obtemplated so suicidal a policy as to attempt to establish the principle that a college happening to be left out of the regatta should not be allowed to row the next season."

Notyrithstanding the objection made it is certain that Brown will send a Freshman crew to Saratona, and that from present appearances it will not fall behind any which has ever left the college boathouse.

The six average twenty years and four months, in the last regatta nor in the Convention follow-

not fall occasion and when the boathouse.

The six average twenty years and four months, which is four months ofter than Yale's Freshman shell and a year and a half more than Princeton's crew. Brown weighs 938 pounds, and is second to Yale in this respect, while she exceeds Princeton

y 48 pounds.

THE PRESHMAN CREW.

BOW.—Samuel J. Bradbury. of Providence, R. I.

Port Bow.—Arthur G. Griffin, of Luchfield, N. H.

Starboard Waist.—George W. Dew, of Lawrence Mass.

Port Waist-Waiter R. Stiness, of Providence,
R. I. urboard Stroke-Christopher W. Lee, of New-Stroke-Walter A. Peck, of Barrington, R. I.

Fore Arm.
Instance Chest.
Natural Chest.
Weight.
Height. Name. 21 5.10 5, 146 34 5, 36 7, 11 11 11 2 13 36 5, 12 11 11 11 2 13 36 5, 12 11 11 11 2 13 36 5, 12 11 11 11 2 13